

TELEGRAPHIC.

WINNIPEG, July 22, '97.
Hon. A. J. Mundella, M. P., is dead.
Serious riots occurred at Barcelona, Spain.
France will expend seven million francs on her navy.
Destructive storms visited several parts of England.
Henry Lyman, wholesale druggist of Montreal, is dead.
Steamer City of Baltimore was wrecked on the Labrador coast.
Great Britain is strengthening the Behring sea patrol fleet.
Mullah of Pownah, threatens an attack on the British garrison.
Destructive storms are reported in France and Switzerland.
Clicks in London, Eng., post office have struck against long hours.
U. S. House of representatives have adopted the amended tariff.
The Sultan has sanctioned the settlement of the Grecian-Turkish frontier.
Sir Donald Smith will likely choose Montreal or St. Lawrence as his title.
Jesp. Strickland, of the N. W. M. P., has arrived at Regina from the Yukon.
The elevation of Canon Bruchette to the archbishopric of Montreal is denied.
Sir Wilfrid Laurier was the guest of British chamber of commerce at Paris.
Collier, ex-M. P., has been appointed price inspector for New Brunswick.
Prince Edward Island elections resulted in return of 16 liberals and 13 conservatives.
It is said that both the United States and Japan are negotiating to buy warships from Brazil.
Great Britain declines conference on the Behring sea question until experts have replied.
Reported that Japan will consent to an arbitration of dispute with the U. S. on the annexation of Hawaii.

BATTLEFORD, July 22.

The grain and vegetable crops look splendid.
The Misses Cooper arrived Wednesday forenoon direct from Scotland.
Gibson's freight outfit was sold by auction on the 20th and bought by Jackson & Craig.
Sgt. Parker went south with the last stage to meet his brother now in British Columbia.
Mr. and Mrs. H. B. Parker have gone to England, visiting relatives and will return in about a year.
We are having an amount of rain since beginning of this month and hay is being delayed on that account.
Last week, while on the way to Onion Lake, Insp. Begin lost his team of horses which have not been found since.
Goodwin Marchand has sold one hundred horses picked from his ranch, to Duncan Macdonald, of Winnipeg. They were shipped to that point last Saturday.
Messrs. Hickson, manager of the H. B. Co., here, Sept. J. Cotton and Mr. Borthwick were passengers on the Northwest going as far as Pitt, returning from there with their rigs.
The steamer Northwest arrived here on Saturday evening from Prince Albert and unloaded two thousand sacks of flour for the H. B. Co., and some lumber for Prince She went west Monday morning, and arrived at Fort Pitt yesterday evening, and left again the same evening.
A running race between Day's Domino and Dewar's Hattrack took place on Tuesday last and resulted in Domino winning in two straight heats. About half a dozen horses and considerable cash changed owners on the result. The loser is not satisfied and another race has been arranged between the same horses for August 10th. Stakes \$200.
The result of the analysis of the late Jos. McDermott's stomach by Prof. Kendrick, of Winnipeg, was received by the coroner, Mr. Laurie, last Thursday. According to the report there was no poison found in the stomach, but traces of poison, which according to the professor might be caused by Indian poison or decomposition. The report is of very little use to clear up the case either one way or the other. The accused, Mrs. McDermott, has been committed to stand her trial at the next term of the court about October next.

TO-DAY'S TRAIN.

One car of merchandise for T. Bellamy.
One car shingles for D. R. Fraser.
One way car.

LOCAL.

Good growing weather.
Train left Red Deer 40 minutes late.
PIERRE GREY and wife, of Island Lake, are in town.
A train load of Michigan immigrants is going to Prince Albert.
Mr. PATTY returned on last train from an extended visit to Calgary and the Kootenay.
F. A. HARDISTY and S. A. Bentley left yesterday morning for a few days' camping at Lac St. Ann.
REV. FATHER NEMEREAU came in on last train to visit his niece who is a sister in the convent here.
MR. AND MRS. H. C. TAYLOR and Mr. and Mrs. Henry left to day for an outing at the Koney Island club's quarters at Cooking Lake.
JOHN SILLS, of Pictou, Ont., arrived on Monday's train. Mr. Sills has taken an interest with Judge Rouleau in his mining scheme up the river and will remain a short time to investigate its possibilities.
The Winnipeg Tribune says that a clause has been inserted in the Crow's Nest contract providing that no contractors are to be let to foreigners not now bona-fide residents of Canada. No foreigners employed on railway.
The provincial bye election in the constituency of Dennis, Manitoba, resulted in the election of Kennedy, liberal, over Elder, patron, by a majority of 158. The former member for the district was a patron.

THE Northwest passed Fort Pitt, about 250 miles down the river, last night.
TREASURY payments which were being made during the past week are now practically completed.

The Union bank of Canada is opening a branch at MacLeod. It already has a branch at Lethbridge.

MISSRS. A. L. AND F. A. BRICK, with Mrs. A. L. Brick and her sister, Miss Lendrum, left last Monday on their way back to Peace River.

The Roseland has changed its make up to a twelve passenger, of convenient size and will henceforth devote special attention to mining matters rather than to general news.

A CAMPING party consisting of Mrs. Thompson and Misses. McLeod, Richardson, Thomson, and Oliver with D. S. McKenzie and others left yesterday for a holiday outing at Sandy Lake.

THE horse owned by Forbes Gray had its leg broken in the Cowboy race during the jubilee celebration here, was shot on Monday last. Inflammation set in on the leg and necessitated the animal being killed.

A VANCOUVER despatch says that J. Sloan, who was formerly a clerk in Wilson's dry goods store there, returned from the Klondike country where he went a year ago, having cleared up \$85,000 on Sovaya creek.

A LAY brother of the Roman Catholic mission at Lac la Biche, had his arm badly fractured by an accident at the mission saw mill on Saturday last. He was brought in yesterday with Father Grandin and it was found necessary to amputate the arm at the elbow which was done this morning.

THE body of a man was found near High River, south of Calgary, on Saturday last. No particulars have as yet been ascertained as to the cause of his death though it is supposed that he was drowned. His wife and two children died a few months ago.

C. MARKER manager of the government dairy service in Alberta went to Stony Plain on Tuesday afternoon to hold a meeting in Stony Plain school house. Owing to the rainy weather no meeting was held. It is probable that a series of meetings north and west of Edmonton will be arranged for shortly.

HAYING starts on Monday next, July 26th. Under amended regulations the fee on hay cut for sale is reduced to 50 cents per ton. Formerly it was \$1.00 a ton. Last year government permits were granted on C. P. R. land. This year government permits will only be granted on government land.

THE bank of Montreal is opening a branch at Lethbridge. The News argues that as Sir Donald Smith is president of the Bank of Montreal as well as the guiding hand of the C. P. R. this is an indication that Lethbridge is to be known by the C. P. R. The News also expresses hopes of that place being made a divisional point on the C. P. R.

THE river since the late floods, has been slowly and steadily falling and pan and grizzly mining on the bars uncovered by the receding water has been actively resumed. The rains of the last few days have somewhat interfered with the work as the water rose about a foot and drove a number of the miners off the low lying bars, but the rain appears now to be over and the river is gradually falling again.

A. G. HARRISON late student in the offices of S. S. & H. C. Taylor, who left Edmonton in September last, returned on Monday's train from the east where he has been attending the Ann Arbor legal school. Mr. Harrison, who is now in the office of H. C. Taylor and will complete his legal studies under the Territorial law, and expects to go up for examination in January next.

A LARGE number of intending settlers came in on last train. The list includes B. W. and Otto wife and two grown children, relative, all from Russia Poland; Dennis Compo and son from Wisconsin, whose family of eleven will follow shortly; Frank Cuthrie, wife and four children, also from Wisconsin; Leo Schroufs and wife from Manitoba, and John McNulty and wife and Walter McNulty of Ottawa.

TWO prospectors arrived in town last week, and were offering some gold dust for sale here. They are working the gold bars along the Saskatchewan from Edmonton to the mouth of Winnipeg Lake, just in order to see how the gold pans out along the river. They say gold can be washed out almost anywhere on the river, but at present the water is too high for work. They averaged not less than \$2 a day anywhere they tried.—Prince Albert Advocate.

ARRANGEMENTS are being made to transfer the establishment of the sisters of charity now at Lac la Biche mission to the Roman Catholic mission at Saddle Lake. This will include the boarding school for Indian children now conducted at Saddle Lake. Preparations were made last winter to erect new buildings at Lac la Biche this summer but the lumber is being hauled to Saddle Lake. The steam grist mill belonging to the Roman Catholic mission at Saddle Lake will be removed to Egg Lake half breed reserve after grinding this season's crop.

THE preliminary hearing of the charge against Muskego on the ground of murder was held at the police barracks here on Tuesday, before Supt. Griebach. The evidence given was greatly similar to that given before on the inquest and no new or important points were disclosed. The J. P. considered the case sufficiently strong to warrant the prisoner being committed for trial and he was therefore sent to the Fort where he will be held pending the hearing of his case at the next sitting of the supreme court here which will not be until sometime in October.

THE International, of Warden, East Kootenay, is the latest addition to the BULLETIN's exchange list. Warden is a new town at the supposed crossing of the Crow's Nest Pass railway. It is about twenty-five miles from the international boundary and is in direct communication by steamers on the Kootenay river with Jennings, Montana, on the Great Northern railway, about 70 miles distant. Spokane evidently intends to hold East Kootenay business, as the International mentions that a telegraph wire which will connect with Spokane is now being strung. The International is a live seven column weekly and compares most favorably in appearance and reading matter with the Nelson and Kootenay papers of West Kootenay. The leading mine of the district is the North Star. This mine is now down about 60 feet and has shipped enough ore to pay \$82,000 for the mine, build a wagon road 30 miles, put steamers on the Kootenay river, and pay for all development.

W. A. FRASER's oil boring party is operating at Pelican rapids about 100 miles down the Athabasca from the Landing. They have reached a depth of 325 feet and are making good progress with favorable indications of a successful result.

MR. AND MRS. STORIE, of Belmont, have the sympathy of neighbors and friends in the recent death after a short illness of their eldest daughter, Maggie May, in the 12th year of her age. The funeral took place on Wednesday afternoon to the Edmonton cemetery. Rev. D. G. McQueen conducted the funeral service.

ONE of D. Collin's horses was injured on Monday last by being impaled on the pickets of a fence over which he was trying to jump. One picket tore a hole through the skin and another caused an internal injury. The wounds were dressed and the animal, which is a valuable and well bred beast, is progressing as well as could be expected.

WHITFORD.

Mr. Ferguson, Presbyterian missionary from Beaver lake, preached in Manawan school house last Sunday. His next service here will be on Aug. 22nd, in the evening.

The Bebbie family left here on the 5th inst., to join their parents in British Columbia.

Crops are looking well. If there was another binder here, there would be a much larger acreage under cultivation.

Manawan school was opened on the 13th inst. Mrs. K. E. Easton having been engaged as teacher.

Quite a number of traders passed through within the last day or two on their way to Saddle Lake to attend the treaty payments.

Our post office has materialized at last. It is called "Whitford."

F. Fraser Tims, M. L. A., and T. W. Chalmers, D. L. S., are here looking over the trails. We hope authority will soon be given to go ahead with these improvements.
15th July, 1897.

MANAWAN.

Raining very slightly to-day. All crops are looking good since the recent rains.

Haying will be in full swing next week. Some few have started, but the greater number are waiting for Monday morning. A large quantity will be put up on the Vermillion this season. Several new outfits are in this year, and judging from the new machinery that is going to that most favored locality things are going to hum.

Hugh Cinnamon, jr., passed down for the Vermillion with a small bunch of cattle this week. Among them were a very nice shorthorn bull and cow.

Scotty Lang and Richard Guthrie were over at Saddle Lake this week to attend the treaty. We suppose they both succeeded in passing themselves off all right and that each will have a new blanket.

Miss Viola Lawrence, teacher for Whitford, is spending her holidays with Mrs. E. J. Newall, of this place.

Now boys take a look at the very nice fire break George Johnston and Eugene Newell have made and take to yourselves a pointer. There are 24 miles of plowing in that fire guard, but nevertheless George and Eugene will sleep sound this fall.

July 16, '97.

METEOROLOGICAL.

	Max.	Min.
Monday, 19,	73	51
Tuesday, 20,	75	51
Wednesday, 21,	60	50
Thursday, 22,	44	44

Barometer reduced to sea level 29.899.
Rainfall 0.33 of an inch.

NEW ADVERTISEMENTS.

FOR SALE.
Driving mare and colt, set of light single harness, buggy and cutter, complete and in good order. A bargain. Apply to BULLETIN Office.

STRAY.
Stray about three years old, brown with a little white on both hind feet and a few white hairs on forehead. Branded E N on right shoulder, but the brand is nearly invisible. In care of undersigned since 20th D. center last.
76-53 T. R. JEVNE, Wetaskiwin.

NOTICE!

Whereas a Certificate of Ownership No. 48 "H" in favor of Harry Havelock Robertson, of Edmonton, having been lost or destroyed, and satisfactory proof being made by me by statutory declaration of such loss or destruction of said Certificate, public notice is hereby given that at the expiry of four weeks from the date hereof a new Certificate of Title will be issued in favor of the said Harry Havelock Robertson.
GEO. ROY,
Registrar N. A. L. R. D.
Edmonton, 22nd July, A. D. 1897. 6-53

Boat-Excursion!

Immediately on the return of the boat from Prince Albert

To Fort Saskatchewan

Remaining there an hour, then returning. Under the auspices of the "Willing Workers" of All Saints' Church. Will leave the Upper Landing at 12 o'clock the Lower Ferry Landing at 12.15, and Lower Landing (Fraser's Mill) at 12.30 o'clock. Notice of exact date later. Adults 50cts. Children 25cts. Sandwiches, Tea, Coffee, Lemonade and Ice Cream for sale on board.

HUDSON'S BAY COMPANY.

(INCORPORATED 1870)

A large stock on hand. Closest quotations supplied on any quantity. We are always in touch with the Winnipeg market. Get our prices before buying elsewhere.

SALT

Just received a carload of Salt—Coarse, Fine, Dairy and Table, in barrels and 50lb. sacks. Best quality and the closest price.

TETLEY'S TEA?

You will find it good and always the same, a genuine Tea, fragrant and refreshing. Buy Tetley's Tea and get Tea, not a parody on it.

OUR COFFEES

Are also a specialty, and the best in the market.

H.B. Turkish in 1, 2, and 5lb. tins.

C. & S. Seal Brand in 1 and 2lb. tins.

C. & S. O. G. Java, fresh ground.

C. & S. Mocha and Java, fresh ground.

Buy your Coffee from us and get the best and purest.

VINEGAR

Pure Malt, White Wine and English Malt in bulk. Crosse & Blackwell's Malt in bottles. Our Vinegar is genuine and reliable and you will find the price right. Buy from us and be assured of a good result when putting up your pickles and Raspberry Vinegar for winter use.

Reliable Groceries at closest prices can always be bought at

HUDSON'S BAY Stores.

:: Bottled Wind ::

GULLINE METAL STITCHED AIR COLLARS.

Made by the GULLINE PNEUMATIC COLLAR CO. GRANBY, QUEBEC.

The strongest, most durable, lightest, coolest, easiest and best fitting Horse Collars on earth. Heavier loads drawn with less exertion than with any other collars. Sure-cure for sore throats and shoulders. All collars from the lightest buggy to the heaviest dray, made of the very best leather and tested by a pressure equal to fifteen tons pull, and are so guaranteed. Call and inspect them.

Full stock of Saddles on hand. Light and Heavy Harness, Whips, Sweat Pads, etc.

B. J. COLLINS,
Opposite Ross Bros.

Macdonald's Pharmacy

—FOR—

Pure Insect Powder,
Tanglefoot Sticky Fly Paper,
Fly Poison Pads,
Camphor,
Carbolic Acid,
Chloride of Lime.

D. W. MACDONALD,
CHEMIST & DRUGGIST.

To the Public

Owing to the increase of our business we have enlarged our store and will therefore be enabled to show our complete stock of Ready-made Clothing, Hats and Caps, Boots and Shoes, etc. Call and see our prices. No trouble to show goods.

Sigler & Cristall

Next to Macdonald's Drug Store.

NOTICE!

Notice is hereby given that on the 7th day of August, next, at the hour of 12 o'clock, noon, at the Public Lake school house, there will be offered for sale by public auction in accordance with the terms and provisions of the School Ordinance of the Northwest Territories, provision for the sale of lands for arrears of school taxes, the following lands situated in Public Lake School District No. 185, N. W. T. Canada:

W. half of Section 1, Township 54, Range 24, west of the Fourth Meridian.	
Taxes, 1894,	\$13.40
Interest to Nov. 30, 1895,	65
Taxes, 1895,	16.80
Interest to Nov. 30, 1896,	1.55
Taxes, 1896,	16.95
	\$49.50
With interest from Nov. 30, 1896, at six per cent.	
Taxes, 1897,	\$14.72

Unless the taxes on the same are sooner paid.
JAMES McDIARMID,
Treasurer.
71-76

NOTICE.

Advertisers wishing their advertisements changed will please hand in copy the day previous to the day of publication.

Fly-Catching

Is an easy matter if you use the right means. One of the best is a sheet of

Sticky Fly Paper

Purchased from Graydon.

Fly Killing

Is easily and quickly done with

Graydon's Ready Fly Killer.

G. H. GRAYDON,

Post Office Drug Store
EDMONTON.

WANTED.

Engineer for threshing engine. To start work about Sept. 15th. Apply to
74-77 T. D. BROX, Spruce Grove P. O.

TEACHER WANTED.

For Deep Creek Dist. Public School District No. 302. Second class certificate. Male preferred. Duties to commence about Aug. 10th. Apply, stating salary expected, qualifications, etc., to
JOHN WYLLIE, Chairman,
Fort Saskatchewan P. O.

FOUND.

A pocketbook containing money, etc. The owner can have same by proving property and paying cost of this advertisement. Apply at BULLETIN office.

FOR SALE.

Three Milch Cows. Apply to
J. B. ADAMSON, Clover Bar,
Fort Saskatchewan P. O.

ESTRAY.

Strayed or stolen from Beaver Lake about April 20th, 1897, three mare colts. One black two-year old filly, white spot in forehead, branded 72 on left shoulder; had bell on when last seen. One sorrel yearling filly, some roan hairs, white face, small but heavy boned, hairy on legs, well marked after the Clyde, no brand. One bay yearling filly, white strip in forehead and down nose, no brand. A liberal reward will be given for information leading to their recovery. Address
71-76 THOMAS HERNDON, Logan P. O., Alta.

LOST.

On steamer Northwest on July 1st, a lady's large black silk parasol. Please return to BULLETIN office.

LOST. \$5.00 REWARD.

From Edmonton on or about 1st May: One bay horse branded Z on left shoulder and hip, white face, two white hind feet, small scar on back, weight about 1,300 pounds.
Anyone delivering above animal at Hudson's Bay Coy.'s store will receive above reward.
68-76 F. G. TAYLOR.

P. Heimink & Co.

REAL ESTATE EXCHANGE.

BURD ESTATE!

The Burd Estate, fronting on Namayo Avenue, will be placed on the market by P. Heimink & Co. on Tuesday, July 20th.

TERMS OF PAYMENT.

25 per cent. cash, balance in 3, 6, 9 and 12 months. Also on the monthly instalment plan, with 8 per cent. interest.

The Burd estate comprises the most central portion of the town for residential purposes. The above terms bring it within the reach of everybody to acquire a good location for a home at the most moderate outlay.

For prices and other information regarding the sale of the above property, see

P. HEIMINK & Co.,

Edmonton.

J. H. Morris & Co.'y GENERAL MERCHANTS.

Just what the CAMPERS want, and at the lowest prices:

CANNED MEATS

Pigs' Feet	Corned Beef	Brawn
Chipped Dried Beef	Tongue	Sardines
Devilled Ham	Potted Tongue	Finnan Haddie
Potted Ham	Kipperd Herrings	Bloater Paste

EVAPORATED FRUITS

Peaches	Pitted Plums	Prunes
Apricots	Apples	

TABLE JELLIES in $\frac{1}{2}$ pint, pint and quart packages.
TEAS—Japans, Congos, Ceylons, Assams, Pekoes and Young Hyson, also a full line of packaged Teas.
COFFEE—Green and Roasted Bean and fresh ground, as wanted.

Large stock of Boots and Shoes, Dry Goods, Hats and Caps, Clothing and Gents' Furnishings, Crockery. Competent Dressmaker Up Stairs.
Telephone 40. Free delivery.

EDMONTON BULLETIN.
(SUNDAY-WEEDS.)
Printed Monday and Thursday evenings
Subscription \$2 a year, in advance.
Transient advertisements: Five lines and under,
three insertions and under \$1, or 10 cents a line last
insertion and 5 cents a line each week or part of week
after.
Standing advertisement—50 cents a line for 3 months.
FRANK OLIVER, — PROPRIETOR.

EDMONTON BULLETIN, JULY 23rd, 1907.

INTERCOLONIAL EXTENSION.

The strong opposition shown by the senate during the late session of parliament to the government's proposals for extending the Intercolonial railway to Montreal, and the insinuations made as to corrupt practices in connection with the proposed deal, have no doubt tended to create an idea in the public mind that where there was so much smoke there must be some fire. This idea is not lessened by the course taken by many of the liberal papers in dropping all discussion on the merits of the case and concentrating attention upon attacking the senators for having dared to exercise a power which they undoubtedly possessed. While the senate may be as objectionable as these papers allege, if its members have been successful in creating a prejudice in the public mind against the government and its proposals, that prejudice cannot be removed, but will rather be strengthened, by the attacks made upon the senate. If the senators are wrong, the first thing to do is to show that they are wrong. When this has been done will be the time to attack the usefulness of the senate. To make the attack while there is even a suspicion that they are right in their action regarding this deal is to strengthen any existing belief in their usefulness as a suitable check upon a powerful and headstrong government. If the deal cannot stand upon its merits it cannot be made to stand upon objections to the senate. There is a danger that in the hue and cry against the senate the actual merits of the deal will be lost sight of, and it will be written down in the public mind as a black transaction without reasonable cause.

Looked at fairly the main proposition to extend the Intercolonial to Montreal cannot be considered as other than business-like and desirable. The Intercolonial as it exists extends from Levis in the province of Quebec to Halifax, Canada's best winter port. It runs through an unproductive country most of the way, has active competition all along its route by water communication all summer, and is difficult of operation in the winter. No considerable traffic originates along its line or at its western terminus. It is connected with the business of Canada directly by the Grand Trunk railway and indirectly by the C. P. R. Both these railways have connections with winter ports other than Halifax—the Grand Trunk winter port is Portland, Maine, and the Canadian winter port of the C. P. R. is St. John, N.B. With the Intercolonial depending for business upon the connections afforded by the Grand Trunk and the C. P. R. the interest of both which Co's is to send traffic over their own lines to their own ports, or in other words to discriminate against the Intercolonial, it is no wonder that that road has not been a paying concern. Aside from all questions as to bad management, lack of local traffic and longer route, no road could be expected to pay under such conditions. The Intercolonial has never paid running expenses since it was constructed, nor was it to be expected that, ever would as long as these conditions existed. The only thing to be done was to modify the unfavorable conditions wherever possible; and to secure the extension of the road to Montreal so that it could compete for the freight of the country at its commercial centre seemed to be the best if not the only way to alter the conditions; and thereby on the one hand place our national railway in a better position to build up interprovincial trade, and on the other hand as far as possible relieve the taxpayers of the burden which they have had to bear on account of the annual losses in cost of operation. Another consideration was the intention of the government to confine its steamship subsidies in future to lines running to Canadian ports. If the government withdrew its subsidy from the steamers calling at Portland, the Grand Trunk port, the Intercolonial would be at the mercy of the Grand Trunk in taking freight to Halifax, to which port the steamers are subsidized to run. The government could not afford thus

to put the success of its policy regarding Canadian winter ports at the mercy of a private railway corporation whose interests were hostile to the success of that policy. The vast amount of money that is being put into a fast Atlantic line to run to Halifax in winter strengthened this reason. While paying half a million dollars a year of steamship subsidy to attract, and for the accommodation of, first class travel it was absolutely necessary that no hostile interest should be allowed to intervene between Halifax and Montreal if there was to be effective competition with the New York lines—Montreal being the meeting point in Canada of all the routes. Looked at from the standpoint of the interests of the Intercolonial as a railway enterprise, or of the interests of the country, it has been generally conceded that it was desirable that the Intercolonial should be extended to Montreal; the only solid objection was as to the terms. True, Sir Charles Tupper objected to the proposed extension because 1st it would take traffic from the C. P. R., which that line now carried to the ports of St. John and Halifax, and 2nd because the Intercolonial being 76 miles longer than the C. P. R. route to Halifax it could not compete successfully with the C.P.R. for trade. It would appear from his argument, however, that if the government had purchased running powers from the C. P. R. over its North Shore line from Quebec to Montreal—at a sufficiently high figure—these objections would not have been urged.

If it is conceded that it was desirable to bring the Intercolonial into Montreal the question to be decided was, what were the cheapest and most effective means to be used. The Grand Trunk line from Levis to Montreal, about 200 miles, might have been purchased, or running powers over it leased. But the Grand Trunk would not sell, and its line forming two sides of a triangle, was longer than was necessary or desirable. A line was projected and partly built along the South Shore of the St. Lawrence. This route was shorter than the Grand Trunk, but was expensive to complete, owing to heavy bridging where the rivers tributary to the St. Lawrence were crossed near their mouths. The Drummond Counties railway, cheaper and more nearly completed than the South Shore offered the shortest possible line, cutting across the bend made by the Grand Trunk, and being some 26 miles shorter than the Grand Trunk line. Between the South Shore and the Grand Trunk lines and distant from both, running through a good country partly developed, it gave opportunities for local traffic towards paying operating expenses that neither of the others possessed. The propriety of the government's choice of the Drummond Counties railway as the means of reaching Montreal is even more unquestionable than the desirability of extending the Intercolonial to Montreal. The only possible question is as to the price paid. The government claim that the annual rental of \$70,000 a year for 99 years, at the end of which time the road becomes absolutely the property of the government is a fair purchase price for the railway. While there is of course room for argument on this point the opposition in the house of commons did not take strong grounds against it. Their argument was 1st, That as the road was largely built out of government bonuses the government should only have paid for the cost of the road less the amount of these bonuses, and 2nd, That owing to the company being in financial difficulties a better bargain could have been made. In reply the government took the position, 1st, that the grants by the Dominion and provincial governments to the municipalities were absolute, and had become the property of the company, and that therefore they were debarred from any advantage by reason of those grants, having to deal with the company for what was absolutely their property. And 2nd, that in getting value for the money paid they fulfilled their duty. That it was no part of their business to break down private property below its fair value, because of the financial misfortunes of its owners. And further that to go into any such scheme might easily lead to the frustrating of their plans. For, once it was known that the government wanted the line, if the original company was not strong enough to hold out for a fair price, other parties who were

could easily acquire it for the purpose of bleeding the government.

The arrangement with the Grand Trunk whereby running rights are secured over short sections of that road from Chaudiere river to Levis and from St. Rosalie to Montreal, with the use of the Victoria bridge and of the Grand Trunk terminals, for an annual rental of \$140,000, was not criticized as severely as the deal for the Drummond Counties railway. It was generally conceded that the terms of the lease were on the basis usually adopted in such cases. The only contrary contention being that in view of the Intercolonial probably having only a small traffic it would have been better to have paid the ordinary rate per car hauled over the Grand Trunk line rather than for a full half interest in the tracks. The merits of this contention can only be decided by the results. If the hopes of the promoters of Intercolonial extension are realized as to increase of business the government arrangement will be the cheapest. If not, then the other arrangement would be less costly. The only questionable feature regarding the Grand Trunk deal is the provision whereby the government pays 5 per cent interest on half the cost of extensions rendered necessary by the increase of business on the tracks of both roads. This rate is nearly double the present rate of interest paid by government, and thereby will throw more than half the cost of these extensions on the government. In this point the Grand Trunk certainly has an advantage. But on the other hand it should be remembered that the very purpose of bringing the Intercolonial into Montreal is to take traffic from the Grand Trunk road to Portland. It could hardly be expected that the Grand Trunk would allow this for the bare price of the use of its tracks. It is a wonder rather that more severe terms were not insisted upon.

As to the charge of corruption regarding the Drummond Counties deal; there is no doubt that when the company gets from the government the full cost of the road its members practically pocket the bonuses already paid it unconditionally by the preceding conservative governments of Canada and of the province of Quebec. Therefore it is a very profitable transaction for them. But it is the present opposition which as a government granted the subsidies unconditionally rather than the present government which bought the road that is responsible for that condition of affairs. The allegations made that the minister of public works profited personally by the transaction may safely be left to the opposition to take care of. But in view of the fact that a large majority of the senate, bitterly hostile to that minister, threatened an investigation and then failed to go on with it after mature consideration, tends rather to show that the charges were without foundation than that the minister was guilty of any wrong in the matter. If it is developed at any future time that the minister has profited personally from this deal there can be only one result to him. In the meantime it is only fair that the public should understand that up to the present those who made the loudest clamour about corruption failed to push an investigation which they had full power to hold and which the minister himself publicly courted.

It has been so often said and reiterated that the introduction of the Northern Pacific railway into Manitoba did not mean any reduction in wheat or other rates that people generally believed it to be the case. But in the course of an argument carried on recently between the Winnipeg Tribune and one of its correspondents it appears that the coming of the Northern Pacific caused a reduction of three cents per hundred on grain exported and other reductions of about 25 per cent. on other freight. The Tribune figures that the reduction thus gained has already paid the farmers of Manitoba many times over for the amount of aid granted the Northern Pacific. If this statement is not correct it will be in order for the friends of railway monopoly in the west to deny it.

J. WALTER,
Upper Ferry Crossing.
For Buckboards, Wagons, Buggies and Carts of first quality.
Horse-Shoeing and repairing done promptly.
Mining Dredges, Grizzlies, Boats and full Mining Outfits.
TERMS, CASH.

M. McCAULEY,
Cartage, - Livery,
FEED AND SALE STABLES.
First class Rigs. Good Drivers
All kinds transient teaming promptly attended to.
Contracts made for delivery of Stone. The best Building Sand in town for sale.
M. McCAULEY, Proprietor.

THE EDMONTON
SADDLERY CO.
WHOLESALE AND RETAIL DEALERS AND MANUFACTURERS OF
Saddles, Harness, Shoe Findings, Trunks, Valises, Waterproof Slickers and Patent Braces that will not pull off buttons.
Also agent for the celebrated American Chief and Gale Bicycles.
Before purchasing, call on us.
W. H. MARTIN, MGR.

JUST ARRIVED :::
A beautiful assortment of Ladies' Hats and Bonnets in all the latest styles and shapes. Also a profusion of Flowers, Ribbons and Hat Trimmings of every description.
The trimming of Hats and Bonnets a specialty. Call at my Millinery apartments in the "Alberta House," Fort Saskatchewan.
Terms Strictly Cash.
MRS. F. M. KEEGAN.

Edmonton Planing Mills.
Cedar Sash and Doors, Mouldings, Casings, etc. Window and Door Frames made to order. Also all kinds of Turned Work.
Kananaskis Line for sale. A carload to arrive next week.
K. A. McLEOD, Proprietor.
Mill and office, corner Namayo Avenue P.O. Box 175

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CANADIAN
FIRE INSURANCE CO'Y.
W. J. RICHARDSON
LOCAL AGENT, EDMONTON.

- Tents -
Suitable for Miners, Prospectors, Camping Parties, etc., can be bought at right prices from
W. B. STENNETT
Pack Covers, Wagon Covers, Waterproof Sheets, etc. etc. for use of Traders and Trappers, in stock or made to order.
W. B. STENNETT,
Opposite Larue & Picard's, Edmonton.
TERMS STRICTLY CASH.

E. RAYMER
Will keep the very best stock of Watches, Clocks, Jewellery and Silverware possible for 1897. Also will be in position to do the best of work in the repairing department.

IMPERIAL BANK OF CANADA.
HEAD OFFICE, TORONTO, ONT.
Capital Paid Up, \$1,068,000.00
Reserve, \$1,166,000.00
DIRECTORS
H. S. Howland, President. T. R. Merritt, Vice-Pres.
Wm. Ramsay, Robt. Jaffray, (St. Catharines)
Hugh Ryan, T. Sutherland Stayer.
D. R. Wilkie, General Manager. E. Hay, Inspector.
BRANCHES IN THE NORTHWEST AND BRITISH COLUMBIA.
Winnipeg, Man., C. S. Hoare, Manager.
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AGENTS IN GREAT BRITAIN—Lloyds Bank, Ltd.,
72 Lombard St., London, with whom money may be deposited for transfer by letter or cable to any of the above branches.
AGENTS IN UNITED STATES—New York, Bank of Montreal and Bank of America; Buffalo, Bank of Buffalo; Chicago, First National Bank; St. Paul, Second National Bank; Boston, National Bank of the Commonwealth; Detroit, Detroit National Bank; Duluth, First National Bank; Minneapolis, Northwestern National Bank; Philadelphia, Farmers' and Merchants' National Bank; San Francisco, Wells, Fargo & Co's Bank.
EDMONTON BRANCH.
DRAFTS SOLD, available at all points in Canada, United States and Europe.
LETTERS OF CREDIT issued, available in any part of the world.
SAVINGS BANK DEPARTMENT—Deposits of \$1 and upwards received and interest allowed.
DEBENTURES—Municipal and other Debentures purchased.
GOLD AMALGAM purchased.
G. R. F. KIRKPATRICK, Manager

Greatest Bargains of the Day
.. AT THE ..
Manchester House.
16 Yards Good Strong Flannelette for \$1.00.
14 Yards Good Strong Gingham for \$1.00.
16 Yards Prints (large selection) for \$1.00.
Fancy Flannelettes for Children's Dresses from 10cts.
White and Colored Muslins, 10cts. and 12½cts.
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Children's Fancy Handkerchiefs, 2 for 5c.
Dozens of Ladies' Blouses from 50c upwards.
Splendid values in Men's, Women's, and Children's Boots, Shoes and Slippers
Pillow Cotton from 12½c. Towelling from 5c. and upwards.
A nice line of Wrappers from \$1.50.

There is a competent Dressmaker on the premises
Terms Strictly Cash. Positively no exceptions.
W. JOHNSTONE WALKER.
... THE MANCHESTER HOUSE.



Mr. Buyer...
We invite your inspection of our
Ready-Made Clothing for Summer
They are perfect in their fit, faultless in their finish, produced from attractive materials. Come and examine our \$6.00 Suit, it's worth \$8.00. Treat yourself to a Suit for Jubilee Day.
A good stock of Gents' Furnishings, Hats and Caps, Boots and Shoes, etc., at the Popular Store.
LaRUE & PICARD.

"Twenty Years on the Saskatchewan."
Just published, Canon Newton's new book. A narrative of the life and thoughts of a Missionary. Price \$1.50. Address: MR. A. A. NEWTON, Edmonton.
72-mj

Save a Dollar
And help build up Edmonton by getting your clothes made at...
P. Wagner & Co.
A fine range of Worsteds—Black and Blue, Scotch and Irish Tweeds, and nice Pantings. First class work guaranteed.
GIVE US A CALL. JASPER AVE.

The Alberta House
FORT SASKATCHEWAN.
Headquarters for Choice Groceries and Provisions, Fruits, Confectionery, Etc., at rock bottom prices.
The Celebrated Ram Lal's and Blue Ribbon Teas always in stock.
Oats, Potatoes, Butter and Eggs taken in trade.
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D. R. FRASER'S
LUMBER & FLOUR
Mills.
FLOUR AT A GREAT REDUCTION.

TRY...
H. ASTLEY,
GROCER & TEA DEALER
For the Best Tea
For the Best Coffee
For the Best Butter
For the Best Sugar
For the Best Flour
For the Best Bran & Shorts
For the Best Graham Flour
For the Best Rolled Oats
For the Best Potatoes.
Flour at Reduced Prices.
H. ASTLEY,
Grocer and Tea Dealer, Edmonton

A large and assorted stock of Dry Lumber on hand which has been lately augmented by the purchase of Fraser & McKernan's stock.
British Columbia Fir and Cedar Lumber, Shingles, Lath, Mouldings and Casings, Doors and Windows.

TO OVERSEERS OF Statute Labor Districts.
THE BULLETIN has now on hand a stock of Notices re Statute Labor Assessment.
EDWARD C. DAWSON, B. C. E.
SURVEYOR AND MINING ENGINEER, ETC.
Very reasonable charges. Mail Correspondence strictly attended to.
OFFICE, SOUTH EDMONTON
EDMONTON MILLING COMPANY LIMITED.
R. RITCHIE, Manager.

VICTORIA BOARD OF TRADE.

The annual report of the Victoria, B. C., board of trade, signed by D. R. Ker, of Brackman & Ker, president, appears in a recent issue of the Victoria papers. It is very comprehensive, giving a review of the past progress and present standing of British Columbia and its enterprises generally. Regarding mining in Cariboo the report says:

CARIBOO MINING.

In the Cariboo country large sums of money have been expended upon mining works, principally hydraulic. These workings suffered during 1896, the season being the driest ever known, and not many of the claims were operated more than a few weeks.

Mining by hydraulic elevators is being successfully carried on, but the river dredging is still in the experimental stage.

Great efforts, costing large sums of money, are being made to reach the bottoms of deep channels of creeks, the surfaces of which were worked some thirty years ago. Those placer claims furnished work for hundreds of men at wages from \$8 to \$10 a day, but the bottoms of the deep channels were not reached. This is now being effected by shafts and tunnels, and some idea of the magnitude of the work may be judged from the experience of a company engaged in these creek diggings. Bedrock in the channel is ascertained to be 100 feet from the surface of the ground, but in order to reach it it has been found necessary to sink and run about 1,500 feet of shaft and tunnels.

A theory has lately been evolved that the earlier waterways of Cariboo were different from those which now exist. This has led to prospecting in what are believed to be dry beds of former rivers and creeks, and it is reported that immense quantities of gold-bearing gravel have been located. It is hoped that before this is in print we may be in a position to give further information regarding these late discoveries.

Both placer and quartz mining received more than usual attention during the year 1896, and it has been ascertained that large bodies of ore will yield satisfactorily to cyanide treatment.

In the Omineca subdivision preparations are being made for hydraulic working. The gravel must be very rich to induce the companies to pay over \$300 per ton freight on the plant and work in a country where it costs \$12.50 to place a 50 pound sack of flour.

The future of Cariboo depends upon cheaper transportation, and as soon as the building of the railway between Bute Inlet and Quesnelle is assured greatly increased activity may be expected in Cariboo in all kinds of mining.

Immediately north of Cariboo is the district of Cassiar, an immense country, very little prospected. Several of the waterways have afforded rich placer diggings.

RAILWAYS.

Regarding railway construction the report says:

The only railway now being constructed in British Columbia is the line from Trail to a point opposite Robson on the Columbia river, a portion of the Columbia & Western from the Columbia river to Penticton, for which a charter was granted in 1896. This portion of the line will be open for traffic very soon.

The line between Trail and Rossland is being widened to the standard gauge.

Tenders are being called for a considerable section of the Crow's Nest Pass railway between Lethbridge and the Kootenay lake. It is probable that 100 miles will be built this year, and that the road as far as the lake, another 200 miles, will be completed by the 1st of January, 1899. Nelson, the objective point, may be reached by ferrying the cars across the lake for a time, while the line is being continued, to give all rail connection. The cost of the 330 miles is estimated at twenty-five to twenty-six thousand dollar per mile, exclusive of the equipment of the road.

The coast cities have made strenuous efforts to secure the building of a direct railway into Kootenay, and the provincial legislature, recognizing its importance, voted a grant in aid of \$4,000 per mile for 330 miles between Boundary Creek and the coast, one of the conditions being that the company receiving it should equip and maintain a ferry suitable for freight and passenger cars between the Mainland and Vancouver Island. The Dominion government was also disposed to aid the immediate construction of that portion between the Columbia river and Penticton, but in consequence of the opposition of rival charter applicants that aid has been withheld, and unless prompt and united action is taken it is feared that there will be delay in commencing the line.

The local legislature also voted a grant in aid of 230 miles of railway between Bute Inlet and Quesnelle, at the rate of \$4,000 per mile. This is a very important line, as, in addition to opening up for development this rich section of the province, it will place the bulk of the trade thus created in the hands of coast city merchants. In consequence of all supplies requiring water transportation to Bute Inlet, no city will have undue advantages.

It is a matter of congratulation to find British capitalists interesting themselves in the transportation enterprises

in this province, as it affords some assurance that the accounts of the great natural resources of British Columbia are gaining credit in established centres of finance. The charter of the Cassiar Central railway has been acquired by such persons. Although the railway in this case will be short, probably not more than 76 miles, an immense area will be tributary to it. Fort Wrangel, which is open to deep sea vessels, will, in the meantime, be the western starting point; from thence passengers and freight will be taken on the company's steamers to Telegraph creek, Stickeen river, where the railway will begin. The first eastern terminus will be at Dease lake.

It is proposed that the company's steamers run on this lake and on the Liard and Frances rivers, tributaries to the Mackenzie river, which flows into the Arctic ocean. A few portages will be necessary to control navigable waters extending over at least 1,000 miles. It is expected that preliminary surveys will be made immediately, and that the railway will be completed before the close of 1899.

Attention is being directed to improved communication with the Yukon country, which for some years is likely to be tapped solely from the Pacific coast. Five different routes are favorably spoken of, and each has its strong supporters; it is difficult to decide which is the best, for probably no one from personal knowledge can report upon more than any two of the five. The routes are as follows:

1. Via Stickeen river and Teslin lake; 2. Takou river and Teslin lake; 3. White Pass; 4. Chilcoot Pass; 5. The Dalton trail.

The urgency for immediately improving the existing means of communication with the Yukon has received the attention of your council, and a deputation waited upon the local government in March last and presented the necessity for action. With commendable promptness a party was sent north by the first steamer, with instructions to proceed via the Stickeen river and Teslin lake, and in the event of this route appearing practicable to immediately commence the opening of a trail, for which a grant in aid of \$2,000 was voted. In view of the uncertainty regarding the best route, this was all that could reasonably be expected; by this way any bonding difficulties with the United States are obviated.

British capitalists have recently acquired from the Dominion government concessions for trading and transportation in the Yukon, and provision is being made for building a railway into that country via the White Pass. Representatives of the company have gone north and have the trail to Tagish lake now nearly completed.

CONSTRUCTION ON THE CROW'S NEST ROAD.

The work of construction on the Crow's Nest railway has commenced. At Lethbridge Geo. Stuevel's gang of men and teams are strung out for nearly a mile grading the first five miles out of that town.

At Macleod the work has not yet commenced, or had not up to last Monday, though the town is full of contractors and sub-contractors and over flowing with workmen, all anxiously waiting for work to get under way. The hotels are filled up and sleeping and boarding accommodation is at a premium. A large number of contractors, including J. Gillespie and Major Bowles of rock construction fame, are already on the ground and others are rapidly arriving. W. Reid, sub-contractor of Winnipeg, is sending his outfit forward this week and E. Egan, another minor contractor of Winnipeg, shipped his outfit, consisting of 100 men and 50 teams, from Winnipeg to the scene of operations, on Monday last. Mike Carlin of Golden also went down to Macleod on Saturday to make arrangements about supplying the ties.

It is not yet known what demand there is for laborers or teamsters, or what rate of wages is being paid.

The C. & E. are preparing to extend their line across the river at Macleod to connect with the Crow's Nest road. Both roads will use the station which is to be built by the C. P. R. people and which will be about a mile and a half from the centre of the town. The work of extending the C. & E. across the river is now under way.

NOTICE.

Advertisers wishing their advertisements changed will please hand in copy the day previous to the day of publication.

PORTAGE LA PRAIRIE MARBLE WORKS



Tombstones and Monuments OF ANY DESCRIPTION. JAS. McDONALD, AGENT EDMONTON, ALTA.

S. MORAN

FOR ..

- COAL -

\$1 75 per Ton.
Cash on Delivery.

A Jubilee Treat !

Some of our Pure Maple Syrup.

Blackwoods Celebrated Pickles,

Table Sauces,

Catsup,

Limejuice, Vinegar.

All Groceries at lowest prices.

Thomas Bellamy

By-Law No. 141.

A By-Law respecting the cost of certain local improvements made during the current year.

Whereas, under and in pursuance of the provisions of "The Municipal Ordinance," Part 7, section 6, a petition duly signed, was presented to the Municipal Council of the Municipality of the Town of Edmonton, asking that there be made as a local improvement, a plank sidewalk, six feet wide, with the usual crossings, upon the east side of Nanayo Avenue, one of the public streets of the Municipality, from the south-west corner of Lot 32, in Block 3, in River Lot 13, Edmonton, to the north-west corner of Lot 21, in Block 32, in the same River Lot.

And whereas, the said local improvement has been made, the expenditure therefor having been met by means of temporary advances or loans effected in pursuance of "The Municipal Ordinance," Part 7, Section 3, sub-section (d).

And whereas, in order to provide means for the repaying of the said temporary advances or loans, it is now necessary to ascertain what portion, if any, of the cost of the said local improvement, should be borne by the Municipality at large, and what is the probable life of the said local improvement and to provide for the assessment by of special frontage assessment of the cost or portion of the cost of the said local improvement, upon the lands fronting on the street or place wherein, or wherein the said local improvement has been made, and for the levying of such cost or portion thereof, by a special rate upon such lands, and for regulating the time or times, and manner in which the rates for the said local improvement are to be paid.

Therefore, the Mayor and Council of the Municipality of the Town of Edmonton, in council assembled, enact as follows:

1. The Standing Committee of the Council on Public Works shall forthwith consider the said petition, and the resolutions of the Council passed in respect thereof, and the work actually done in pursuance thereof, and the accounts of the expenditure made therefor, and all the other matters necessary to enable the said committee to make a report to the Council which shall set forth and certify:

(a) The probable lifetime of the said improvement.

(b) The actual cost of the said improvement.

(c) The portion (if any) of the cost to be borne by the Municipality at large.

(d) The portion of the cost to be provided by special frontage assessment.

(e) The frontage of the property upon which the special frontage assessment is to be levied, stated in linear feet.

(f) The rate of special frontage assessment per foot frontage.

(g) The amount chargeable to each lot or parcel of land assessed according to the rate per foot frontage.

(h) The value of the land chargeable with the special frontage rate (exclusive of all improvements thereon).

2. The Council shall forthwith consider the said report and adopt the same, with such amendments, if any, as they shall deem proper, and thereupon, the several properties affected are hereby declared to be assessed, and the assessor of the Municipality is hereby directed to assess the same in accordance with the terms of the report so adopted.

3. The time and manner of payment of the amount of the assessment, shall be as follows: The amount of the assessment shall be payable in such number of equal consecutive annual payments as shall correspond with the number of years which shall have been certified to be the probable lifetime of the improvement, together with a further equal annual sum, such that the total annual payment shall be sufficient to cover the annual interest on the principal, at the rate of six per cent., payable half yearly, and to form a sinking fund for the payment of the principal, based on a calculation of interest being received thereon at the rate of five per cent. yearly.

4. As soon as the Council shall have appointed a time and place when and where the Council will sit as a Court of Revision for the confirmation of the special frontage assessment, which shall be done by the Council shall forthwith do by resolution) the assessor of the Municipality shall give notice to all parties interested, in pursuance of the Municipal Ordinance, Part 7, Section 10, which notice may be in the form or to the effect of Schedule A to this By-Law.

Done and passed in Council this 36th day of June, A. D. 1897.

(Sgd.) JOHN A. McDOUGALL, Mayor.

(L. S.)

(Sgd.) A. G. RANDALL, Clerk.

: DRINK THE :

SOUTH EDMONTON BREWING COMPANY

Lager, Porter & Ales

THEY ARE UNEXCELLED.

The Family Trade Solicited and Supplied Direct from the Brewery.

P. O. Box 192. Telephone in connection.

AGENTS—Frank Marriaggi is agent at Fort Saskatchewan, and J. D. Renault is agent at St. Albert. James Goodridge is agent at Edmonton.

Lager and Porter may be purchased from the above agents at same prices as are charged at Brewery. Kegs must be returned when empty to the agent from whom they were purchased. Any person or persons selling kegs or defacing name on same will be prosecuted.

For Sale, Cheap.

A Sohmer & Co. (New York) Piano. One Ladies' English Side Saddle.

Apply at BULLETIN Office.

C. GALLAGHER'S

FOR ALL KINDS OF

- - MEAT - -

Fresh and cured. The best the market will afford. Wholesale and retail. Be sure and see our Easter display.

TERMS CASH.

THE EDMONTON BULLETIN

Published Mondays and Thursdays

Clean, Newsy, Up-to-date

The Bulletin and the Toronto Globe or Mail-Empire \$2.00 per year.

ADVERTISE

In the BULLETIN if you want everyone in the Edmonton District to read your advertisement. Rates reduced to the ordinary weekly standard. Commercial advertising a dollar an inch a month. Everybody reads it twice a week. We furnish the best and cheapest advertising medium in the district. Cheaper than posters, circulars, post cards, or any other means of reaching the public as effectively.

JOB PRINTING

At the BULLETIN Office in the best style at the lowest living prices. The BULLETIN has a first-class printing outfit, competent workmen, and the strongest desire to please. Give us a fair chance to meet outside competition. Let your money go to building up your own town instead of keeping travellers on the road whose business is to run you down for the benefit of the places they represent.

Ensure accuracy and satisfaction by getting your work done at the BULLETIN Office.

SCHOOL SUPPLIES, such as Debenture Forms, Treasurer's Receipt Books, Treasurer's Notices, Assessor's Notices, on hand.

FRANK OLIVER, Proprietor.

Just Received

..AT THE..

OLD SCOTCH BAKERY

A large consignment of Fresh Confectionery, Fresh Fruits, Fresh Vegetables, Groceries, Bread, Buns and Pastry, Jams, and Maple Syrup.

..APPLE CIDER TO ARRIVE..

LAUDER'S CELEBRATED Ginger Ale

and Ice Cream always on hand

The Ice Cream Parlor is now ready. Drop in and get "cooled off" at

Lauder's Bakery.

Canadian Pacific

RAILWAY.

Direct Route to all Eastern Points. MONTREAL AND TORONTO.

Lake route to the east. Sailings from Fort William.

Alberta every Tuesday.

Atahacua every Thursday.

Manitoba every Sunday.

Connecting trains from Edmonton at 8 a. m. Tuesdays and Fridays.

Shortest and quickest route to Kaslo, Nelson, Sandon and all points in the far famed Kootenay and Selkirk Slopes.

To China and Japan from Vancouver: Empress of China, July 12

Empress of India, Aug. 2

To Honolulu, Australia, New Zealand, via the Can. Aus. Line from Vancouver:

Warrimoo, July 8

Miwera, Aug. 8

For further information write or apply to

J. GUNZ, Agent, Edmonton

Or to ROBERT KERN, Gen'l Traffic Manager, Winnipeg

ON ACCOUNT OF

Diamond Jubilee

we will give a grand reduction in the price of

-FLOUR-

Winnipeg Pat. Hungarian, \$2.70

Winnipeg Pat. Strong Bakers, 2.50

Manitoba Strong Bakers, 2.15

And all other grades down in price to \$1.25, and 10c. cheaper by taking 10 sacks at a time.

Also all other goods sold at right prices at

Garipey & Chenier

GENERAL ...

MERCHANTS



Best Fresh Beef

AT VANCE'S

VENISON, ELEPHANT

STEAK

AND

BEAR

THIS IN MIND, FOR

...CASH. ONLY...

Sandy Lake Grove

SUMMER RESORT

Is now open to Pic-nicking,

Boating and Camping

Parties.

DIRECTIONS:

Follow trail along side of railway until you reach a signboard, about half mile from station, and signboards appear at intervals along the way.

Wood for Sale !

In Cord or Stove-wood lengths. Cheaper than you can cut it yourself. Orders attended to by leaving at Alf Brown's Livery Stable.

46- ALF. BROWN, Prop.

Commission

Agency

I handle everything that can be bought or sold

REAL ESTATE A SPECIALTY.

GEO. W. GAIRDNER,

EDMONTON, ALBERTA.

HOTEL ARRIVALS.

Alberta.—J. S. Hogan, Hamilton; Tass Towardridge, Tass; C. J. Jacoby, Montreal; Mr. Justice Boulton, Calgary; T. H. Sills, Frankford; C. W. Satter, Town; A. Prince, E. Brouseau, St. Albert.

Queen's.—A. C. Rutherford, S. Edmon- ton; W. S. Robertson, H. Peter, J. A. Foot, E. O'Brien, J. G. Gibson, Town; Rev. G. d'Eau, Mr. St. Jean and son, Fort Saskatchewan; J. McLean, Wm. McLean, Beaver Creek; J. Reid, Sturgeon.

Jaeger.—Wm. Stephens, S. Edmon- ton; J. McPherson, St. Mary; H. Panton, F. E. Cadzow, Peter Laid, 9th Avenue; M. Sutherland, Smokey River; H. Schrieve, St. Albert; Geo. Long, H. Long, H. Nicol- son, Sturgeon; Geo. Waterston, Thos. Waterston, Wetaskiwin; John Cochran, St. Thomas.

ALBERTA CREAMERIES.

C. Marker, manager of the Alberta creameries under government control, arrived on Monday's train on a tour of inspection. Mr. Marker reports the creameries all running satisfactorily and turning out a first class quality of butter. Two shipments of 5,000 pounds each have been made to the government cold storage warehouse at Revelstoke, B. C., from where it will be distributed to consuming points in that province. It is expected that the season's butter will be worth about 20c a pound at the factories, netting the patrons about 16c a pound. Of course the figure cannot be stated accurately until the season's make has been sold. Butter and eggs for private parties will be stored at either Calgary or Revelstoke. For butter the charge at both ware- houses is 10c per 100 pounds per month or less for eggs 5c a case or 15c a barrel per month or less. Butter or eggs to be held in store for more than two weeks should be shipped to Calgary, if to be held for less than that time to Revelstoke. In all cases a through railroad rate is given from the shipping to the consuming point. A. W. Grindley is the govern- ment agent at Revelstoke. Butter made at the several creameries is held in the cold storage compartments constructed in connection until the fortnightly trip of the refrigerator car. The cold storage compartments con- nected with the several creameries are kept at a temperature from 34 to 38 degrees in which temperature butter will keep without beginning to spoil for several weeks.

The Calgary creamery began opera- tions in the latter part of May. The Springbank separating station began operations in connection early in June and on the 12th inst. the Dewdney creamery was added as a second separating station. This creamery which has been run during two seasons was started this spring as an in- dependent enterprise, but the recent high water washed away the flume which supplied power, and the pro- prietor applied to have the plant (re)rated as a separating station in connection with the Calgary creamery, which was done. J. T. Macdonald, is manager of the creamery and cold storage at Calgary. The weekly out- put is about 1,000 pounds of butter, with good prospects of doubling or trebling next season.

Besides being used for the eggs and butter going from Alberta to British Columbia the Calgary cold storage will be used for the safe keeping of British Columbia fruit being sent east for the Territorial trade.

The Rosebud creamery at Olds is being operated as a private enterprise on the cream gathering plan and is turning out about 700 to 800 pounds of butter per week. Last month the proprietor paid the patrons 12c a pound cash in full for their butter, and hauled the cream, while the govern- ment creameries do not haul the cream, or if they do the cost is de- ducted from the patron's return.

The Innisfail creamery is under the management of John R. Moore. There are separating stations in connection at Bowden, Kneehill Valley and Penhold, the latter just started, and cream receiving stations at Little Red Deer and Lacombe. The weekly out- put is about 2,200 pounds with good prospects of a considerable increase this season.

At Tindastoll, an Icelandic settle- ment west of Innisfail and on the west bank of the Red Deer, a co- operative cheese factory is being handled by the people, independent of government control or supervision. Last year this settlement had a cream separating station in connection with the Innisfail creamery, but this year, notwithstanding the possibility of securing government aid, they decided to strike out for themselves, and it is said are quite successful.

Near Bowden a private company of farmers operate the White Swan creamery on the co-operative plan, in dependent of government assistance or control, and are quite successful.

Red Deer creamery began opera- tions for the season on May 31st, under the management of Samuel Flack, and is now turning out about 800 pounds of butter a week, chiefly from gathered cream. There is a separating station in connection with this creamery at Swan lake which handles about 1,200 pounds of milk a week.

The Wetaskiwin creamery is the only entirely new building and plant being operated in Alberta, all the rest having been in operation during one or more preceding years. As the building was erected according to govern- ment plans it is very complete and convenient. John Kincaid is manager.

Operations were begun on June 21st. This creamery has no out stations and only separated cream is used. Since starting the supply of milk and butter each week has been as follows:

	Lbs.	Lbs.	Lbs. milk to butter.
1st week.	20,484	808	23.6
2nd week.	23,145	1,086	23.1
3rd week.	23,156	1,070	23.5
4th week.	23,696	1,150	22.1

The increase shown is likely to con- tinue this season, while next season will certainly show a very large in- crease.

Edmonton creamery began opera- tions about June 15th under the management of Geo. R. Taylor. Most of the cream supplied direct to the factory is gathered, not separated. There are three separating stations in connection, at Poplar lake, Sturgeon and Beaver Hills. Butter made during June was 4,508 pounds, of which 1,659 pounds was made from gathered and 2,849 pounds from separated cream. During June 23.3 pounds of separated milk was required to make a pound of butter. The make of butter last week was 1,803 pounds and this is expected to increase.

The five Alberta creameries under government control are turning out 3 1/2 tons of butter per week for which the patrons will, from present appear- ances, probably receive about 15c a pound cash, or between \$1,000 and \$1,200 a week for at least the three months from June 15th to Sept. 15th. Considered simply as cash coming in- to the district this is practically good money, for it is safe to say that not one pound of butter would have been sold in Alberta for export during those months were it not for the creameries being in operation. This export is not taking away from the amount that would otherwise be sup- plied for local consumption. There are still more people, who cannot take advantage of the creameries, making butter than the local consumption can afford a market for. Without this opportunity to send away a part of the season's make of butter at a profit- able price the local market would be so glutted that there would be no price at all. The creameries therefore not only provide a cash price for the butter they make, but they help the price of the dairy made butter throughout the district. So that whether butter makers can take direct advantage of them or not they receive a very definite indirect ad- vantage. The fact that creameries under private control are being run at no great distance from the govern- ment establishments shows that private enterprise is not being smothered by the action of the government. In- deed there is very little doubt that the opening up of markets by the govern- ment, and the establishment of a reputation for Alberta butter, as well as the cold storage facilities provided, will help rather than hinder private enterprise, which is really the ultimate object of the government in taking hold of the matter.

In working out the government scheme the same difficulty is found as was met by the pioneers in the co- operative system, namely the sparse settlement makes the cost of hauling milk to the separator so great as to take very much from the other ad- vantages of the creamery. The only way out of this difficulty is the general use of individual separators, where- by the hauling of the milk would be altogether avoided and the calves would get the skimmed milk in much better condition than when it is hauled from a separating station. Arrange- ments are made with the patrons whereby their order in favor of the dealer in separators will be honored by the government in payments made for milk. In this way farmers who have any considerable number of cows can supply themselves with separators. Those who have not cows enough to warrant them in purchasing a separat- or would probably do better to let part of their cows on shares to a neighbor who has one than to lose time hauling a small quantity of milk to the separating station. When only the cream has to be gathered the bulk is so small and the gathering so comparatively infrequent that the ex- pense is reduced to a very low figure. There is no doubt that when the farmers see that the returns are sure and satisfactory, ways and means will be devised to reduce the cost and in- crease the convenience, which again will no doubt cause the dairy industry to assume a leading place in the agriculture of Northern Alberta.

The following is the number of patrons supplying milk to the several government creameries in Alberta: Calgary, 25; Innisfail, 63; Red Deer, 60; Wetaskiwin, 38; Edmonton, 75.

FORT SASKATCHEWAN.

The agricultural society's new grounds (recently granted by the Dominion gov- ernment) were the scene of great activity on Saturday last. A "Bee" had been organized for the purpose of clearing off the brush in the centre of the track grounds, and some 40 of the settlers, from all parts of the settlement turned out and worked like beavers and com- pleted in a short space of time the work they had undertaken. In addition to the men, there were seven teams, working scrapers, and the grader on the track itself. If every settlement in the Territories had the same kind of enterprising people, it would brighten up the different districts immensely. All the labor in connection with mak-

ing and clearing the new track has been done gratuitously. It has taken about two weeks work, with never less than four teams per day. The gentlemen to whom special credit is due for the successful management of the undertaking are: Messrs. J. L. Porte, president of the society, Vice-presidents, Wm. Walker and Gus. Doze, Directors, H. Irwin Fitzgerald, Mohr, Beaupre, L. Adam- son, Marriaggi and J. E. Graham, the latter handling the grader. The track is oval shaped and has straight runs on both sides of 660 feet, making it one half mile. It is expected that arrange- ments will be made by which, next year, this point will be included in the Territorial race circuit.

It is the intention of the society to fence in the grounds, some 22 acres, build a good hall, suitable for any kind of entertainment, and also erect good sheds. The cricket club have already received permission to make a crease, and no doubt the bicyclists can also get permission to use the track.

The agricultural society purpose hav- ing sports and races during the annual fall show.

The old trail between here and the Springs, a distance of about 12 miles, is to be surveyed shortly, also the old trail into Egg Lake, from where it branches off the Victoria trail. Owing to the large increase of settlers to the north east, these surveys have become necessary.

It will surprise many of the people who are doing so much kicking against Galician and Russian settlers who are coming into the country to learn that those of the same class who came in only three years ago, in the majority of cases, to-day have from 30 to 70 acres under cultivation, comfortable houses, fairly good stables, and good fencing, (some have their whole 160 acres enclosed.) They are all well pleased with the country, are good workers, and will prove good settlers, such as the Menonites of southern Manitoba have turned out to be; and yet on their arrival, received the same abuse that those now coming in are doing. Give them time,

Mr. Tims, M. L. A. and Mr. Chal- mers, district engineer, returned on Friday evening last from a tour through the district, via Victoria and Egg lake. They report very little water on the low ground on their travels, where there used to be so much. This being so, would it not be a good time to fix up the bad spots and save the settlers a lot of annoyance and the Territorial govern- ment a lot of money, instead of waiting until the spots become almost im- passable. It is work that should be done in the fall and not in the spring.

Boring for oil at Victoria is pro- gressing. The floods of last month have retarded the work. The well is now about 350 feet down. About a 3 foot ledge of limestone was encoun- tered at a depth of 290 feet.

Mr. Pilon and party started from here last week for the Yukon, and another prospecting party (also from this settlement) were out in the vicinity of the Liard when last heard from.

A CORRECTION.

EDITOR BULLETIN.

In your issue of the 8th inst., the correspondent from Poplar lake stated that the Poplar lake school had de- feated the Sturgeon school in a foot ball match. Your correspondent was misinformed as the score was two goals for each side, the Sturgeon school team having things their own way at close of match.

STURGEON.

DEATHS.

STORIE.—At Belmont on Tuesday, July 20th, Maggie May, eldest daughter of William and Anne J. Storie, aged 13 years, 4 months and 14 days.

MARKET REPORT.

Eggs, per dozen,	10c
Butter, fresh,	15c
New potatoes, per pair,	25c
Oats,	20c and 25c
Beef, live, per lb.,	2 1/2c and 3c
Beef, dressed,	4c and 5c
Hogs, live,	3c and 3 1/2c
Hogs, dressed,	4 1/2c and 5c
Mutton, live,	2 1/2c and 3c
Mutton, dressed,	5c and 5 1/2c
Hay,	\$3.00 and \$4.00

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